

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,325 號伍拾式百叁千壹萬第 日壹初月次年六十二緒光 HONGKONG, THURSDAY, NOVEMBER 22nd, 1900. 肆拜禮 號式十式月壹十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A FINE OLD BRANDY.

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CHEMISTS, AERATED WATER MANUFACTURERS, AND

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SPARKLING MINERAL TABLE WATER.

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SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKERS.

THE ROBINSON PIANO COMPANY, LIMITED.

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A BOOK on the SNAKES of SOUTH CHINA.

Apply—CAPT. F. WALL, L.M.S., Hongkong Club.

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XMAS CAKES.

I HAVE just started making FRESH

XMAS CAKES under my personal supervision.

The Butter used is pure Australian, and other ingredients are all fresh and the best.

The first trial is enough to convince of their superiority.

Coast Port Orders will be promptly attended to.

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BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED

BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 8th May, 1895.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

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THE STANDARD LIFE ASSURANCE CO.

POLICIES UNCHALLENGEABLE.

Policies are unchallengeable after two years duration, on any ground connected with the original documents, if age has been proved.

Forms of Proposal and all particulars may be obtained from

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Hongkong, 9th November, 1899. [2—1873]

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A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

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Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

[144]

THE PEAK HOTEL.

City Office: 7, Duddell Street.

[1928]

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IN GREAT VARIETY.

Imported from the Leading LONDON

and PARISIAN Houses, from the

simplest to the most recherche kinds.

INTENDING SENDERS OF

CHRISTMAS

AND

NEW YEAR CARDS

will find in our

SPECIALLY SELECTED STOCKS

a Tasteful, Pleasing and Refined

Assortment.

A. S. WATSON & CO.

LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED 1841.

BIRTHS.

At Hongkong Hotel, on the 21st November,

the wife of J. HAN, Aberdeen Dock, of a son.

At 9, Park Lane, Shanghai, on the 18th November,

1900, the wife of Geo. CAULSON, of a son.

DEATH.

At the General Hospital, Shanghai, on the 15th

November, Mrs. HEWITT FEENE, nee OLIVIER, aged

19 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 22nd, 1900

The policy of withdrawing a considerable portion of the Allied Forces from Peking during the winter is open to question. According to latest advices received from that capital, it is thought extremely probable that the forthcoming winter may witness new complications, that when the ports are closed by ice and the roads obliterated by snow, the Boxers may think that their opportunity has again arrived, that the *fan kwei* are securely shut off from communication with the coast, and that they can easily be wiped out. The Boxer agitation has not died out yet, and it would be a mistake to imagine that the smouldering embers cannot break forth again into a lurid blaze. Even very lately attempts have been made by Boxers in the capital to create large conflagrations with a view of burning out or embarrassing the foreigners, and some of these fires might have covered a large area, but for the prompt efforts of the British garrison. The announcement made therefore by telegraph from our Shanghai correspondent that a secret Decree has been issued by the Empress Dowager, warning all the Viceroy and Governors to prepare for immediate war, would seem to indicate that the misgivings felt by foreigners in Peking as to the outlook for the winter are not without good foundation. The foreign contingents garrisoning Peking have, we believe, all been reduced. Our only white troops left there at the present moment are the New South Wales contingent, and although they may be relied upon to give an excellent account of themselves in an emergency, it cannot be pretended that they constitute a large force. Nor is the Indian contingent

by any means excessive. It consists of admirable material, and has given good proof of its integrity, but whether the men can stand the rigours of a Manchurian winter remains to be seen.

If the secret Decree reported to have been circulated among the provincial authorities really commands them to make preparations for war, then the Empress Dowager has cast away all pretence of making overtures for peace. The powers conferred upon Prince CHING and LI HUNG-CHANG to open negotiations for peace were, therefore, either a mere blind, intended merely to delay foreign operations, or else the demands made by the Treaty Powers are considered by the Empress Dowager and her minions to be far in excess of what they are disposed to concede. Possibly Her Majesty has been prevailed upon by Prince

TUAN and General TUNG FUHSIANG to cast down the gage of defiance to the Allies because their own heads are in danger. General TUNG is said to completely dominate the councils of the Court, and as he has nothing to hope from either the party of reform in China or from negotiations with the Foreign Powers, he will naturally continue irreconcilable. The Empress-Dowager meantime holds the Emperor KWANG HSU in safe custody and regards the southern Viceroy with distrust. She is quite aware that both CHANG CHI-CHUNG and LIU KUNG-YI have remained on good terms with the Powers and have kept the peace in their provinces while the mandate to exterminate the detested foreigner had gone forth and was being obediently enforced in the northern provinces by subservient tools and Manchu officials impregnated with hatred of all change. She is reported to consider the Yangtze Viceroy as little better than traitors and to be plotting with the Allied Commanders for her capture and the restoration of the Emperor to full power free from her influence. And in truth, while there is no such plot in existence, the idea that the Foreign Powers will not in future permit her to sway the destinies of the Chinese Empire is sound enough. It would be the very crassest folly on the part of Treaty Powers ever again to recognise this woman in any position of power. Indeed, she ought to be exiled out of reach of mischief, and even then she would fail to meet the punishment she richly deserves, which she would inflict without mercy on her opponents. As the Empress is a woman of great sagacity, she has no doubt arrived at the conclusion that she may as well prolong the quarrel and defer the settlement in the hope that time may breed dissension among the Foreign Powers. She is not so ignorant of European politics as not to know that the germs of disagreement always exist, and that a spark may at any moment light a train and lead to an outbreak, even while they are face to face with a common foe. But while this knowledge may lead her to build upon chances, and to engage in a winter struggle with the Allied Forces, she may find that, after all, the disagreements were trivial and the misunderstandings readily smoothed, and that when the spring comes round again she will still have to meet a stubborn and still united foe, exasperated by prolonged resistance, and attempts to outwit them and to play them off against each other. The blood of the innocents, moreover, would still cry aloud for vengeance, and the long catalogue of injuries suffered and sustained would be still further extended.

The Telegraph Companies inform us that communication with Tokyo and Yokohama is now completely restored.

It has been ascertained that the Chinese actually did attempt to divert the Customs duties collected at Shanghai into the interior, ostensibly to meet the needs of the Imperial Court. This was, however, discovered by the vigilant director of the Russo-Chinese Bank, M. Pokotiloff, who put a stop to the proceedings by energetic representations to the Viceroy.

A Service paper says that on the arrival of H.M. cruiser, *Undaunted* at Devonport from China she is to be refitted and prepared for service as seagoing tender to the gunnery-ship *Cambridge*. To prepare her for this duty several important alterations will be made in her armament and magazines, and these with repairs to her machinery and other alterations, are estimated to cost £47,500. The *Undaunted*, says the journal, will be a valuable acquisition to the Western gunnery depot, as she has as heavy an armament as any cruiser afloat, embracing thirty-seven guns, varying in size from a 3-pounder quick-firer to a 9.2-inch (22-ton) breech-loader. She has ten 6-inch quick-firing converted guns, some of which will be exchanged for the new type of breech-loading gun, and the remainder for quick-firers. A correspondent writes to the same paper over the signature "Anxious One" and asks when the *Undaunted* will be homeward bound. He says: "Her commission expired in May last, and still nothing is known of when she will be home. Her relief, H.M.S. *Argonaut*, has been on the station some time. They have had a very hard and weary commission, and it would be a great relief to all those on her and interested in her to find that they have not been forgotten, and may eventually spend their Christmas in old England once again."

Yokohama Water Works loan bonds to the amount of 1,255,000 yen are shortly to be issued according to an authorisation by the City Assembly. It is stated that they will be offered at a price somewhere in the vicinity of 92 yen.

All private persons and relatives of Russians in China wishing to proceed to the Far East have been warned by the General Staff that they will find themselves without a roof above their heads during the winter, as every available building will be occupied by troops and officials.

In the Yokohama Chihio Saibansho on the 7th inst., before Judge Otamura, a godown-keeper named Edward Valentini, employed by Messrs. Bravner & Co., was sentenced to fifteen days' rigorous imprisonment on the charge of assaulting a Chinese employee of the same firm. The prisoner has given notice of his intention to appeal.

The new Russian battleship *Kniaz Potemkin* has been launched at Nikolaioff in the presence of Admiral Tyrtov, Commander-in-Chief of the Buxine squadron, a number of distinguished persons, and twenty thousand spectators. The *Potemkin*, whose keel was laid in 1897, has a displacement of 12,600 tons, with engines of 10,600 horse-power, and a speed of 16 knots. She is the eighth first-class battleship composing the Black Sea Division.

The Standard Oil Company, which cornered the coal oil industry in the province of Yachigo some time ago, now directs its attention to the coal oil of the Hokkaido, and has sent an American expert to the island to make investigation, states a Japan exchange. According to his report, the most promising localities are Aomura-gawa, Magawa, and Nigoriwa, in Ibari, and next to these Soya, Bakai and Kayedol in Kitami. The *Chugai Shogyo* states that the Standard Oil Company proposed to engage in the petroleum industry at Echigo province with a capital of 100,000 yen, but seeing the promising nature of the enterprise it intends to increase the capital in Japan to ten million yen.

There is a rumour to the effect that the steamer *Eva*, operated by the Oregon and Oriental Steamship Company, which left Portland a few days ago as the first of a fleet to operate between Portland and Vladivostok than has been in effect on the other lines, states the *Tsushima Ledger* of the 11th ult. It is also stated that a big meeting will be held at Hongkong in a few days to consider ways and means for preventing a demoralization of rates which such a cutting by an independent line would precipitate. This meeting will be attended by representatives of the Pacific Mail Steamship Company, the Nippon Yusen Kaisha, Dollar and Co., the California and Oriental Steamship Company, and the Canadian Pacific Railway Company. As the new line has no railroad connections, a combination of the lines named would make it difficult for the new-comer to secure satisfactory overland rates.

The October number of the *Review of Reviews*, in a note on affairs in China, has the following specimen of that unwilling Englishman, Mr. W. T. Stead's, hysterical writing:—"There seems to be too much reason to believe," he says, "that the punishment of the Chinese for the attack upon Russian territory has been carried out with a severity and a brutality against which there would have been stronger protests in this country if our hands had not been rocking with innocent blood unjustly shed in the Dutch Republic. One secret both of the strength and the weakness of Russia as a civilising Power in Asia is that she is much more Asiatic than European, and General Gribsky's proclamation that any shot fired against a Russian soldier would be followed by the immediate extermination of the entire population of the village from which the shot was fired, is even more barbarous than the order said to be issued by Lord Roberts that every Dutch homestead in the Transvaal within a radius of ten miles should be reduced to ashes whenever any attack was made upon railway communications. Two blocks do not make one white, and there is not a word to be said in justification of a policy of massacre even in the Far East; but as for protesting against it in the name of humanity, that must be left to nations with a cleaner record than that of which we can boast."

Mr. Foulney Bigelow (whose impressions of Hongkong we mentioned some months ago) has been describing Weihaiwei in the pages of *Harper's Magazine*. He speaks of the place with no little enthusiasm and says:—"In all other European settlements that I know of the whites are suffocated by the heaviness of the yellow man's breath." At Weihaiwei, on the other hand, he could see in his mind's eye row upon row of graceful villas rising from the midst of flowering shrubbery and shaded lawns as in that paradise of South Africa, Durban. "Near the Japanese camp I had tasted the waters of a medicinal spring of great volume and of a sulphurous flavour, suggesting Carlsbad or Saratoga. No doubt some enterprising company will build near by a casino or Kurhaus, and introduce here all the diversions incident to Wiesbaden or Homburg. The Government might wisely establish here an institution for the cure of tropical diseases, more particularly dysentery and malarious fever. The United States needs a naval and military hospital in this region, and here is a splendid opportunity for offering to share expenses in developing Weihaiwei as a health resort." Mr. Bigelow asks:—"With mountains to climb near at hand, fishing in the streams, snipe abundant in the marshes, excellent boating and yachting in the beautiful bay, a well-policed country, and a climate the best of all China, what more can a white man desire?"

The body of a victim of the *Los Maris-Cole* collision, a citizen of the Argentine Republic, John Herstein by name, was picked up by a fishing boat on the 9th inst., a few miles from the scene of the wreck.

The Government of Argentina, according to the Buenos Ayres correspondent of the *Times*, has decided to grant a concession of 200 square leagues of territory in the province of Formosa (not the island of that name) to Senor Valle for the purpose of founding an agricultural colony. The contract, the correspondent says, provides for the settlement of 20,000 Japanese there.

The emigration of celestials from the Pacific ports to China continues to be unusually large even for this season of the year. Every trans-Pacific liner which has left Pagan Sound ports recently has had full bookings of Chinese returning to the Orient. The exodus is somewhat unusual. The *Tsushima Ledger* has it that "the natives are returning home at the call of the reform leaders, for the purpose of aiding in the overthrow of the present dynasty and the establishment of a responsible government. Nearly all of the Chinese that have emigrated to this country are friendly to the present Emperor, but are inimical to the schemes of the designing Empress-Dowager."

In its "Notes and Comments," the *Naval and Military Record* says:—"It is understood that Vice-Admiral Sir Crompton E. Donville will succeed Sir H. Rawson as Commander-in-Chief in the Channel squadron, and that Sir H. Rawson will go to China, in succession to Admiral Sir E. H. Seymour. It is not often that a flag officer succeeds his junior, and Sir C. E. Donville is by more than a year the senior of Sir H. Rawson; but there are special reasons for deviating from the usual course. China has now become the most important command in the navy, and during the time his flag has been flying in the *Majestic* Sir H. Rawson has given strong evidence of his powers in organising and training a fleet. The gunnery returns may not have afforded the utmost satisfaction, but in tactical exercises the squadron was never so perfect as it is to-day. If the fleet is seriously deficient in cruisers, that is not the fault of the admiral, whereas its mobility in all kinds of weather is now assured. As Admiral Rawson's senior, Sir C. E. Donville, would, in the ordinary course, have gone to China, but as he will be promoted in about eighteen months this might have caused some inconvenience, whereas the Channel squadron is only a two years' command, and no inconvenience need arise by the admiral holding the appointment for only a few months after his promotion."

Mr. Charles Hoidtsieck, of champagne celebrity, writes as follows of the champagne vintage of 1900:—"I am very much gratified to be able this year to send you a very satisfactory report of the vintage which is now drawing to an end. In the spring of the year vines progressed satisfactorily, but our *bete noire* the frost did some slight damages on the morning of May 20 in many localities, more especially to the lower valley of the Marne and in some of the white grape districts, but not sufficient to cause much anxiety. The flowering of the grapes took place promptly under most favourable circumstances. The weather continued warm during July and August, slight rain falling at the end of the month, doing much good in developing the grapes. September was a most perfect month, not a drop of rain falling, so that the grapes matured under exceptional conditions. The prospect of a fine vintage was assured. The gathering of the grapes commenced generally on the 25th ult., and with the exception of one wet day, the weather has been perfect during the whole time of the vendange. The opinion throughout the various districts is unanimous—viz., so fine a vintage has not been seen for 20 or 30 years. I might add the vines are free from the many plagues—i.e. mildew, oidium, &c.—and the phylloxera has made but small progress. 1899's vintage has given great satisfaction to connoisseurs, and these vines rank with those of 1892 and 1893. 1899 is developing well, showing great delicacy and elegance."

The New York Yacht Club has accepted Sir Thomas Lipton's challenge for the America Cup. The name of the challenger is given as *Shamrock II*. The races will be sailed in the last fortnight of August. The challenge, which is addressed to Mr. Oddie, the secretary of the club, runs as follows:—"I am requested by Sir Thomas Lipton to forward to you this challenge for the America Cup, subject as to starts, courses, and other details to the same conditions as the last race, which were found so satisfactory; the first race to be sailed on August 20, the second on August 22, and the third on August 24; further races, if any, to be sailed on the corresponding days of the following week. Particulars of challenger—Owner, Sir Thomas Lipton; name, *Shamrock II*; length on the load water-line, 89ft. 5in.; rig, cutter. The Custom-house measurement will follow as soon as the vessel can be measured for registration.—Hugh Kelly, hon. secretary." The committee sent the following telegram to Mr. Kelly:—"Challenge accepted, conditions same as stood at close of last year's races, including private agreement as to accidents, except as modified as to the days of the races and as to the extending of the limit of time of start to 2 p.m., suitable to change of month. Is this satisfactory?" With regard to a fear expressed that there might be some misapprehension as to the terms of the challenge, Commodore Liddard, of the New York Yacht Club, states that Mr. Oddie has pointed out that if Sir Thomas Lipton would refer to the reply of the New York Club to the Royal Ulster Club he would see that no misapprehension existed in America as to the provisions of the challenge.

The Admiralty have decided to place the *Bellona*, the subject of recent firing trials, under her own steam again when the next gunnery experiments are made upon her. To this end the ship's engines, which were not damaged except by water during the late experiments, are being put into working order.

In the Yokohama Civil Court on the 10th inst. was heard the suit of Francois v. E. Bickart of Oppenheimers Freres. The plaintiff claimed from defendant yen 1,164.60 as damages for breach of contract; yen 1,541.68 as salary due, and yen 3,163.79 as passage home. The plaintiff (according to a report of the case in the *Japan Gazette*) said he was engaged by the defendant company on March 1st, 1896, for five years. It was stipulated in the contract that in case of either of the parties breaking the contract damages to the amount of yen 1,164.60 should be paid. Despite the fact that plaintiff had been faithfully discharging his duties and defendant had apparently reposed confidence in him he unexpectedly received notice of dismissal on June 13th, 1900. Plaintiff, however, did not accept the notice. On the 23rd of the same month plaintiff was suddenly dismissed from the employ of the defendant company. This act on the part of defendant was a breach of the contract, and therefore he claimed damages as mentioned in the contract, salary from July, 1900, to February, 1901, and passage home. Defendant said that this case did not belong to the jurisdiction of the Yokohama Court. Plaintiff was engaged by the head office of the firm at Paris, and it was mentioned in the contract that any dispute in connection with the contract should be decided by the Seine Court. Plaintiff contended that the contract was signed before the Revised Treaties came into force, but as since then the judicial jurisdiction over foreigners had been transferred to the Japanese Courts the latter were entitled to hear the case. The Court dismissed the case on the ground of its being beyond the jurisdiction of the Court.

War correspondents and other newspaper men in China will be interested in the following remarks in the last number to hand of the *Naval and Military Record*. Our contemporary says:—"When Parliament meets it is the intention of some members to draw attention to the censorship of telegrams in war time, in the hope of putting an end to some of the unfair restrictions imposed, and of securing some uniformity in the regulations. War correspondents cannot publicly complain of the methods adopted by the censors, as it is understood when they go out that they shall abide by any orders that may be issued by the military authorities. But now that they are at home they complain very bitterly of the mutilation of their messages, and the impossibility of presenting the whole case to the public. As one of the war correspondents remarked to me: 'It made our hearts sick when we found out how some of our messages had been treated, and it was useless to speak the whole truth, because anything unpleasant would be struck out ruthlessly by the censor. Of course, the war correspondent, like other men, has his own estimate of the value of what he writes, and cannot quietly tolerate what he considers to be undue supervision and suppression, but making all due allowances for this, there can be no doubt that the censorship was unnecessarily rigorous, and that many facts which the country were entitled to know have been deliberately kept back. There would not be such unanimity among the correspondents on this point if they had been treated fairly, and if they were not conscious that they were prevented from performing their duties properly. The same complaints were not made by the correspondents who were in the Sudan, although they admitted that the censorship there was not very lax. However, in the Sudan campaign the correspondents were not forbidden to represent facts as they appeared to them, whereas in South Africa, in some cases, they have only been allowed to send what pleased certain of the generals. Some instances of the kind are to be mentioned in Parliament when the promised discussion takes place."

THE THEATRE

Last night the Taylor-Carrington Company gave their second performance of the farce *Charley's Aunt*, up to date at the Theatre Royal. To-night, as already announced, *Trilby* will be produced with Miss Ella Carrington in the title role and Mr. Charles Taylor as the "bad as they make 'em" Swengall. The following is from one of the *Dombey* papers:—"Trilby" as played by Miss Ella Carrington Mr. Taylor, and their company in support, is one of the most successful pieces that has ever been played in this city. Miss Carrington's performance of Trilby has not been equalled since the visit of Mrs. Brown, Pottier, and we don't remember ever having seen a more powerful and intense impersonation than Mr. Taylor's Swengall. The other members of the company all do justice to their respective characters, with the result that *Trilby* has now commanded crowded houses since its first performance here."

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held to-day, Thursday, 22nd November, at 4.15 p.m. ORDERS OF THE DAY.

1. Reply from the Colonial Secretary relative to Kowloon Water Supply.
 2. Minute by the Colonial Secretary concerning the investigation as to the Causes of Malaria in the New Territory.
- AGENDA.
1. Statement showing the number of plague cases and deaths in Bombay City, from September 11th to September 24th, 1900.
 2. Mortality returns from Macao for the weeks ended October 28th and November 11th, 1900.
 3. Mortality statistics for this colony for the weeks ended November 3rd and November 10th, 1900.
 4. Four applications for licences to keep swine.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

London, 20th November, 4.10 p.m.

GERMAN DESIRES IN CHINA.

Count von Bülow in the Reichstag has stated that Germany intends no adventurous policy in China. The reinstatement of a strong independent Chinese Government will best suit Germany's interests.

GENERAL NEWS.

London, 20th November, 4.10 p.m.

Sir Charles Welby has been appointed additional Under-Secretary to assist in the reorganisation of the War Department.

REUTERS'S SERVICE.

London, 19th November.

THE ILLNESS OF THE TSAR.

The condition of the Tsar is improving. It is stated that the Grand Duke Vladimir will possibly be appointed regent till the Tsar recovers.

BRITISH SOUTH AFRICA.

The Boers have organised several centres of resistance and are well supplied with cash. Frequent batches of Boer women and children are being sent to Natal.

THE CRISIS IN CHINA.

LOCAL MOVEMENT.

The British transport *Leander* departed for Calcutta yesterday.

NEWS FROM SHANGHAI.

The following notes are from the *N.C. Daily News* of the 16th and 17th inst.:—

THE SOUTHERN RAILWAY.

It seems now that the railway has been handed over by the Russians to Count von Waldersee; not to the British direct.

THE KANSU REBELS.

The local mandarin report that H.E. Sheng has sent a despatch to the Foreign Consuls here denying the report that Prince Tuan and General Tung Fuhsiang were in league with the Kusan Mohammedan rebels.

PEACE NEGOTIATIONS STILL FAR OFF.

We are informed from a reliable source that Li Hung-chang has telegraphed to this port that he is afraid that peace negotiations are still far off and very difficult to accomplish.

THE EMPRESS DOWAGER INCORRIGIBLE.

A high Chinese official now in Heian has written to his family residing at this port not to start for Heian to join him, as the Empress Dowager is incorrigible and will not be guided by wise counsel; and further, that the crisis in Heian is daily getting more complicated.

ANOTHER WAY OF PUTTING IT.

A Heian telegraphic despatch states that the Empress Dowager cannot punish General Tung Fuhsiang as he has since his return to Heian from Ninghsia, lately surrounded himself with powerful guards "to prevent arrest." The fact is that his troops surround the Empress Dowager as guards and she is in Tung Fuhsiang's hands.

THE EXTORTION OF THE REACTIONISTS.

With reference to the coming of Yü Hui-yuan, son of Governor Yü Lien-yuan of Hunan, on a mission of extortion to gather funds for the prosecution of war with the Foreign Powers, a *Szechow* despatch states that in obedience to commands from Heian the high authorities of Szechow have to learn to enforce the extortion of money from the gentry and wealthy merchants of the city and prefecture, and have even gone so far as to throw an M. A. (Chinjen) into prison for refusing to use his influence in extorting his friends to contribute towards the "patriotic fund."

THE LONG-COMING GOVERNOR.

It will be remembered that when an Imperial edict was published last month appointing Sung Shou (Maichou), Governor of Kiangsi, to be Governor of this province, and promoting Ching Sing (Maichou), Provincial Treasurer of Hunan, to the Governorship of Kiangsi, it was generally expected by the native officials of this province that Sung Shou would start immediately for his new post at Szechow, preparations at the time being even made in Shanghai for H.E.'s reception. News has now been received from Nanchang, the capital of Kiangsi, to the effect that H.E. is only waiting for the arrival of Ching Sing from Heian, before starting for Szechow, and that all probability H.E. would leave Nanchang to-day or to-morrow (16th or 17th inst.).

TIENTSIN NOTES.

The following items are from the *P. & T. Times* of the 10th inst.:—

It is reported that Count von Waldersee will probably winter in Tientsin, but will visit Pootung and Shanhaikwan before establishing his headquarters here.

For the next two months all British commanding officers are to carry out a course of instruction in transport packing and loading, as these details are of utmost importance in expeditions.

We regret to learn that Mr. Green has typhoid fever as a result of his late sufferings, but is happily doing well so far.

The second auction of confiscated goods took place in the Lyceum on Wednesday. It was on a much smaller scale, but prices ruled upward.

The coolies working for the Japanese in the reconstruction of their settlement are mostly arrayed in military uniforms which the Japanese discovered in the Taotai's yamen, to distinguish them from the coolies of other nationalities.

Chinese are dressing up in foreign clothes and imitating natives residing in the outskirts of the Native City.

The natives at Maichow have presented the American camp in Taku Road with two large silk umbrellas, in recognition of their kind treatment of the Chinese. The presentation of silk umbrellas to the foreign members of the Provincial Government is the latest device for extorting money from well-to-do Chinese in the City. Foreign officials therefore will doubtless be rather chary of receiving the same.

NEW ADVERTISEMENTS

TO LET.

NOS. 1 and 4, WILD DELL, WANTRAI ROAD.
Apply to—
SANG KEE,
No. 298, Eraya Central.
Hongkong, 22nd November, 1900. [2849]

TO LET.
SECOND FLOORS Nos. 62 and 64, QUEEN'S ROAD CENTRAL.
Apply to—
ON CHAI CO.,
2nd Floor, 56, Gage Street.
Hongkong, 22nd November, 1900. [2850]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"HANGCHOW."
Captain Pearce, will be despatched as above on SUNDAY, the 25th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2847]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship

"AKASHI MARU."
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 5th December.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 22nd November, 1900. [2824]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."
Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2848]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st November, 1900. [10]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE "GISELA" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.
This Vessel brings Cargo—
From Trieste, ex s.s. *Habsburg*, transhipped at Bombay.
From Venice, ex s.s. *Mazatlan*, transhipped at Trieste.
Option cargo will be discharged here unless notice to the contrary be given immediately.
No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 28th November, or they will not be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th November will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 21st November, 1900. [6]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE "CATHERINE APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after 2 P.M. of the 23rd inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SARSON, SONS & CO.,
Agents.
Hongkong, 21st November, 1900. [2851]

NEW ADVERTISEMENTS

FOR VLADIVOSTOK.

THE Steamship

"GERMANIA."
Captain Bendixen, will be despatched as above on or about the 25th inst.
For Freight, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents.
Hongkong, 22nd November, 1900. [2852]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
"CHINGTU."
Captain Williams, will be despatched as above on MONDAY, the 14th December, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2853]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHINGTU."
Captain Williams, will be despatched as above on MONDAY, the 14th December, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2854]

ENTERTAINMENTS.

THEATRE ROYAL, CITY HALL.

POSITIVELY LAST PERFORMANCE TAYLOR-CARRINGTON SEASON.

TO-NIGHT (THURSDAY), Nov. 22nd.
Production for the first time in China, of the Weird and Emotional Play
TRILBY.

Played by Miss ELLA CARRINGTON and Mr. CHARLIE TAYLOR some hundreds of times in different parts of the world.
Act 1—THE ROSEMIANS OF PARIS.
Act 2—A WOMAN'S SACRIFICE.
Act 3—UNDER THE SPELL.
Act 4—DEATH OF TRILBY.

Particular attention is drawn to the BEAUTIFUL ILLUMINATED STAGE PICTURE with which the play concludes—
PARIS BY NIGHT.
Painted specially for the Australian presentation of Trilby by the celebrated Australian Scene Artist Mr. J. LITTLE.
REMEMBER! POSITIVELY LAST PERFORMANCE TAYLOR-CARRINGTON COMPANY.
Admission Rates—\$3, \$2 and \$1.
Military and Naval Men in Uniform half-rates to 2nd and 3rd Seats.
Reserve Plan at ROBINSON PIANO CO.
Hongkong, 22nd November, 1900. [2824]

ST. GEORGE'S HALL.

SECOND SUBSCRIPTION CONCERT

ARRANGED BY

Messrs. ALEC MARSH & A. G. WARD.

TO-NIGHT (THURSDAY), 22ND NOVEMBER, at NINE P.M.

Messrs. MARSH and WARD will be assisted by Mesdames BADLEY, LOWSON and MUDIE, Misses SHELTON HOOPER and SHAW, and Messrs. E. E. HILL, G. P. LAMBERT, G. GRIMBLE and J. H. MORR.
Second Part of Programme will consist of Operatic Selections, including the Prison Scene from
"IL TROVATORE."

Prices: Reserved Seats, \$4; Unreserved, \$1.
Plan of the Hall at the ROBINSON PIANO CO.
Hongkong, 19th November, 1900. [2813]

THEATRE ROYAL, CITY HALL.

THE HONGKONG AMATEUR DRAMATIC CLUB

WILL give TWO PERFORMANCES OF THE COMEDY, Entitled,
"OUR FLAT,"

IN THREE ACTS.

SATURDAY 24th November, and MONDAY 26th November, 1900.
Commencing each Evening at 9 P.M. precisely.
Dress Circle, \$3; Stalls, \$2; Pk. \$1.
Half-price to pit for Soldiers, Sailors and Police in Uniform.
Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, 19th November, at 10 A.M.
Booking Office will be open daily from that date from 10 A.M. to 4 P.M.
Late Trains will run 1/4 of an hour after the fall of the curtain.
H. A. NICOLLE,
Acting Manager.
Hongkong, 19th November, 1900. [2867]

JUST ARRIVED.

A NEW CONSIGNMENT OF SINGER'S SEWING MACHINES.

Prices on application to—
GEO. B. STEVENS & CO.,
Agents.
Hongkong, 20th November, 1900. [2835]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, FOR VARIOUS ACCOUNTS, on
SATURDAY,
the 24th November, 1900, commencing at 2.30 p.m., at his Sales Rooms, No. 2, Zealand Street, A QUANTITY OF USED, HOUSEHOLD FURNITURE, of every description.
Particulars can be seen from Catalogues.
Also
1 BILLIARD TABLE with IVORY BALLS and CUES.
On View at the Undersigned's.
TERMS OF SALE:—As Customary.
PAUL BREWITT,
Auctioneer.
Hongkong, 21st November, 1900. [2843]

PUBLIC AUCTION

OF CHINESE CURIOS AND Gobelins.

THE Undersigned has received instructions to sell by Public Auction, on
SATURDAY,
the 24th day of November, 1900, at 2.30 p.m., at his Sales Rooms, Duddell Street, A FINE COLLECTION OF CHINESE CURIOS, Comprising:—
PORCELAINS and BRONZES of the Various Dynasties, some very FINE PEKING ENAMELLED VASES and BOWLS.
Also
A Large Assortment of Gobelins.
Terms:—Cash on delivery.
On View from Friday, the 23rd November.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th November, 1900. [2832]

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, on
MONDAY,
the 26th November, 1900, at Noon, at Yau-mai (Tai Kok Shui), THE TWIN-SCREW STEAM-LAUNCH "KING SING."
Length, 87ft.
Beam, 16ft. 6in. Reg. Tonnage about 99
Depth, 7ft. 6in. Tons.
The Launch has been thoroughly overhauled and repaired 2 years ago.
The Launch to be at purchaser's risk on fall of the hammer.
A Steam-launch will have Polder's Wharf at 11.30 a.m. on day of sale to convey intending purchasers.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th November, 1900. [2812]

GOVERNMENT NOTIFICATION.

No. 608.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 26th day of NOVEMBER, 1900, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office, Hongkong, 10th November, 1900. [2833]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 26th day of November, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of Crown Land at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOTS.

No. of Lot	Locality	Boundary Measurements	Area	Value
1	Kowloon Island	ft. ft. ft. ft.	144	12,500
2	"	" " " "	120	10,000
3	"	" " " "	100	8,000
4	"	" " " "	80	6,000

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, on
THURSDAY,
the 29th November, 1900, at Noon, at his Sales Rooms, Duddell Street, THE BRITISH STEAMER "GLENARON," 2,366 Tons Gross, as she now lies Wrecked at Lung Tung Island, about 20 miles from Hongkong, with all GEAR, BUNKER COALS and CARGO (about 1,900 Bales of HEMP, &c.).
To be sold in One Lot.
The same to be at Purchaser's risk on fall of the hammer.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 17th November, 1900. [2811]

NOTICE.

WE have This Day REMOVED our Offices to 2nd Floor, No. 7, QUEEN'S ROAD.
WM. MEYERINK & CO.
Hongkong, 15th November, 1900. [2839]

NOTICE.

STEAMERS calling at Amoy can be supplied with the highest class of JAPANESE BUNKER COAL.
For terms, &c., apply to
LAPRAIK, CARR & CO.
Amoy, 10th October, 1900. [2866]

WILLIAM MACLEOD, D.D.S., DENTIST.

BEAUCHAMPEL, ADELAIDE.

Hongkong, 10th November, 1900. [2861]

PUBLIC COMPANIES

THE FUNJOM MINING COMPANY, LIMITED.

NOTICE.
SHAREHOLDERS in the above Company are requested to attend a PRIVATE MEETING, to be held in the Company's Office, No. 9, Des Vaux Road, on SATURDAY, 24th November, 1900, at Noon.
By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 17th November, 1900. [2810]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of \$3 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.
By Order,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th November, 1900. [2803]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1900, at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 28th instant, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.
The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.
The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 21st instant until FRIDAY, the 30th instant, both days inclusive, during which period no Transfer of Shares can be registered.
By Order—
A. H. MANCELL,
Secretary.
Hongkong, 9th November, 1900. [2848]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.

CAPITAL... \$75,000.

Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.

LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO., Ltd.)

CHAU SIU KI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO., Ltd.)

MANAGER.

J. W. KEW, Esq.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITORS.

Messrs. WILKINSON & GRIST.

OVER 5,000 Shares have been ALREADY ALLOTTED.
The Share List will Close on the 30th November, 1900.
Application Forms may be had at the Company's Bankers' Offices, HONGKONG AND SHANGHAI BANK, and at the Company's Solicitors' Offices, Messrs. WILKINSON and GRIST.

PROSPECTUS.

The object for which it is proposed to form the above Company is the acquisition and operation of the business now carried on by Mr. J. W. Kew, of supplying with fresh water the ships entering the harbour of Hongkong.
In consideration of the transfer by the vendor to the Company of his steamboats, pumps, hose, good-will, &c., he receives the sum of \$35,000.00 of which he is willing to take \$20,000.00 in fully paid up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent. to the shareholders, for the first two years of the existence of the Company.
Hongkong, 9th November, 1900. [2847]

TEBBAU PLANTING COMPANY, LIMITED.

IN accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Interest at the rate of 510 per cent. per Annum is being Charged on all Unpaid Calls.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 8th November, 1900. [2839]

NOTICE.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

BY Resolution of the Board of Directors, at a Meeting held on the 13th day of November, 1900, the following shares, numbered 4503/4512, were duly declared to be FORFEITED.
By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, 13th November, 1900. [2834]

REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the Freemasons' Hall, on MONDAY, the 28th November, at 8.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 21st November, 1900. [2845]

AMERICAN SYSTEM DENTISTRY.

AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(Late of FOOTE & NOBLE).
Hongkong, 15th September, 1899. [2819]

BANKS

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL..... 21,000,000
PAID-UP CAPITAL..... 2,324,974
HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS:
CHAI KIT SHAN, Esq. | **D. GILLIES, Esq.**
CROWTHER SHANG, Esq. | **J. T. LAURE, Esq.**
Chief Manager, | Secretary,
GEO. W. F. PLATTAIN.

Interest for 12 Months Fixed..... 5%.

Hongkong, 23rd March, 1899. [19]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND..... \$10,000,000
STERLING RESERVE..... \$10,000,000
SILVER RESERVE..... \$10,000,000
RESERVE LIABILITY OF PROPRIETORS..... \$10,000,000

COURT OF DIRECTORS:
N. A. SIBBS, Esq.—Chairman.
R. SHEWAN, Esq.—Deputy Chairman.
E. Goets, Esq. | **A. J. Raymond, Esq.**
Hon. R. M. Gray | **R. L. Richardson, Esq.**
A. Haupt, Esq. | **P. Sachse, Esq.**
Hon. J. J. Koswick | **H. W. Slade, Esq.**
D. Meyer Moses, Esq.

CHIEF MANAGER:
Hongkong—**SIR THOMAS JACKSON.**

MANAGER:
Shanghai—**J. P. WADE GARDNER, Esq.**

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
On FIXED DEPOSITS:
For 3 months..... 3 per cent. per Annum.
For 6 months..... 3 1/2 per cent. per Annum.
For 12 months..... 4 per cent. per Annum.
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [18]

THE BANK OF CHINA & JAPAN, LIMITED.

WORKING CAPITAL..... over £215,000
RESERVE LIABILITY OF SHAREHOLDERS..... fully £425,000
..... £840,000

HEAD OFFICE:
36, Nicholas Lane, London.

BRANCHES:
Hongkong, Shanghai, Singapore

AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—**F. C. BISHOP.**

INTEREST ALLOWED.
On Current Accounts..... 3 per cent.
On Fixed Deposits:
Do..... 4 months..... 4 1/2
Do..... 12 months..... 5 1/2
The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with the above places.
Hongkong, 24th October, 1900. [23]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL..... £1,500,000
SUBSCRIBED..... £1,125,000
PAID-UP..... £662,500
RESERVE FUND..... £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the daily balance.
On Fixed Deposits:
For 12 months..... 3 1/2
For 6 months..... 3
For 3 months..... 2 1/2
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th Nov. 1900. [20]

THE BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL..... Yen 5

HONGKONG BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT.
2 Zetland Street, Auctioneer, Appraiser and Commission Agent.

HUGHES & HOUGH.
Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

V. I. REMEDIOS.
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED

FOR THE WESTERN HOTEL.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.
Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

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KANG ON.
Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES HALL, 68,
Queen's Road Central, Cigars, Aerated Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

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Fine Art, Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

KWONG HING.
China Porcelain, Crockery Ware, 59a, Queen's Road Central.

DENTISTS

WONG HONG.
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG.
Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

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EBRAHIM ELIAS & CO.
Milliners, Silk Mercers, Haberdashers. Low Prices, 37/39, Wellington Street.

SEE WOO.
Tailor, Draper and Outfitter, 67 and 69, Queen's Road.

FLOUR

SPERRY FLOUR COMPANY.
Proprietors of the following Celebrated Brands of Flour: "Sperry's xxx," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN

A CHEE & CO. Established 1859.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.

LI KWONG LOONG.
Cabinet-maker, Furniture Dealer, Art Decorator and Designer, 17, Queen's Road.

GROGERS

THE MUTUAL STORES.
SUB-AGENTS LONDON, LTD.,
8 and 10, D'Almeida Street,
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.
Jewellers, Gold and Silversmiths, Watchmakers, Japanese Curios and Blackwood Furniture. Opposite Post Office, 36, Queen's Road Central.

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40, Western Building, Queen's Road, also at Shanghai, Manila, Paris and Hilo.

WAT LOONG.
Gold and Silversmith, Silk Dresses, Crêpe Shawls, Ivory Lacquerware, Fans, Caskets, Jewellery, Human Hair, Feather, 88, Queen's Road Central.

THE LIGHT OF THE FUTURE

EASTERN ACETYLENE LIGHTING COMPANY. Head office, 62a, Queen's Road Central. Fittings of every description for the ACETYLENE LIGHT at lowest rates.

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WOODS & CO.
Duddell Street, Agents for American and European Export Houses.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c., Ice House Street.

YE HING.
Enlarging, Developing, Printing, Moderate Rates, 20a, Queen's Road East.

WEE CHEUNG.
Ice House Street, Top Floor. Permanent Enlargements, Groups, Views, etc., Development Work, Amateurs' Requisites.

SHUMIYA, JAPANESE ARTIST.
Engraving and Copying Engravings, Work done for Amateurs, 6a, Queen's Road, Cl.

HONGKONG BUSINESS DIRECTORY.

PHOTOGRAPHERS.

YEE CHUN.
Marine and Portrait Painter, 50, Queen's Road, Upstairs.

H. YERA.
Japanese Photographer, 14, Beaconsfield Arcade, Queen's Road Cl, also Wanchai Amateurs' Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING.
Dealer in Chinese, Indian and Japanese Goods, Silks, Woollens and Cashmere Shawls and other Sundry Goods; 4, D'Almeida Street, First Floor.

WASSIAMULL ASSOMULL.
Wholesale and Retail Importers and Exporters, India, China and Japanese Silks, Cashmere Shawls and Ceylon Lace, 48, Queen's Road, Cl.

SILK LACE MANUFACTURERS

FR. BLUNCK.
Exporter of Real Hand-made Torchon Lace in Silk, Linen and Cotton, Grasscloth and Silk Embroideries, Hand-made Silk and Linen Lace Curtains made to order, 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MORE & SEIMUND.
Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers, 45 and 47, Praya Central.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 15, Queen's Road, Opposite Kuhn's Curio Store.

HUNG YUEN.
Outfitters, Shirt Makers, Hatters, Hosiery, Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.
Outfitters, Piece Goods, Underwear, Shoes, Hats, Silk Handkerchiefs, Opposite Post Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "Los FILIPINOS,"
Importer of the Best Manila Cigars; 25, Pottinger Street.

KRUZE & CO.
Wholesale and Retail Havana and Manila Cigars, Egyptian Cigarettes, Dealers in Fancy Goods, Agents,
Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS

H. PRICE & CO.
12, Queen's Road
and Calle Antigua, Manila.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK," NAGASAKI.
A.I., A.B.C. Signals and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 525 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide 20 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 359 "
Width of Entrance on Top... 86 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the latest IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1819]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much sickness on board ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.
J. W. KEE & CO.
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1895. [716]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA.
HOLLIDAY, WIRE & CO.
Hongkong, 19th September, 1899. [3724]

DAVID GORSAE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

LABRANT, CROWN

REPAIRING

ARNHOLD, KARBURG & CO.,
Sole Agents.

[ALL RIGHTS RESERVED.] SPORT AND ANECDOTE.

BY AN OLD FOOTY.

THE ART AND SPORT OF SWIMMING.
Among amateurs of every social grade and of both sexes the art of swimming is more cultivated than ever. By voluntary effort thousands of children in our national elementary schools are receiving instruction in natation, while if we ascend to the highest strata of Society we find that the Bath Club, in London, is doing a great work, and that even ladies of title are accomplished in the water. This is as it should be, and I know of no recreation which is gaining more converts than swimming. Nor as a sport is there room for grumbling, because great progress is being made. Truly there are few matches between professionals, chiefly because Joseph Nuttall is without a peer. But the comparative rarity of contests for hard cash is not a matter to be deplored—as I consider that the paid men cannot be employed better than by teaching both the masses and the classes, and by giving exhibitions of their skill, for much can be learned by carefully watching the scientific movements of the masters. But among amateurs racing in the water is quite in vogue, especially with the working and the middle classes. The year's campaign was brought to a close last Saturday evening in the magnificently equipped bath at Shoreditch in London, when the 100 yards' championship of England was decided. The Shoreditch baths cost upwards of £60,000, and although this is a very large amount, I do not think that municipalities can expend their money to better purpose than by building beautiful baths—both for the purposes of swimming and of ordinary ablutions. Swimming is almost as necessary as walking, and cleanliness is next to godliness.

THE 100 YARDS' CHAMPIONSHIP: DEVELOPING SPEED.

Of course swimming races give us the very highest forms of the art, and there are few more capable demonstrators of speed-swimming than J. H. Derbyshire, of the Manchester Osborne club, who won the 100 yards and the cup presented by the Otter S.C. at Shoreditch on Saturday. Although this was his third consecutive annual victory the challenges were not become his private property. The Amateur Swimming Association have had every piece of plate that they originally possessed captured, so that all their silver trophies are now vested in perpetuity, and are merely held by the winner from year to year—just like the National Cup of the Football Association. But even so the honour is dearly cherished by swimmers, and Derbyshire—who used to be called "Little Rob"—can at any rate say that he is "this" or "that" equalled the successes of Nuttall when he was an amateur, although it must not be overlooked that John H. Tyers was invincible for six years running over 100 yards. But I have spoken of progress in attaining pace. Just let me prove it. When the 100 yards was first decided in 1878, under the auspices of the South-east London S.C. J. S. Moore, of that organisation, was never beaten, and when W. Blew Jones, of the Otter S.C., accomplished it in 11secs. he was regarded as a phenomenon. But Nuttall and Tyers so reduced the figures that 1min. 12secs. is now only the standard time. The record is 60 1/2secs., made by Derbyshire at Cheetham Baths, Manchester, on November 23, 1898. In the same year the watch showed 60 4/5secs. in the championship, but last season, when he was extended by F. C. V. Lane, the Australian champion, Derbyshire reduced this to 60 2/5secs.—the best accomplished in this great battle for speed. Just compare Mr. Moore's 1min. 12secs. and young Derbyshire's 60 1/2secs! The difference of 15 secs.—speaking broadly—represents the progress of twenty years. This has not been brought about by any artificial or extraneous aids, as in the case of cycling records. Our methods of cutting through water have improved. Derbyshire is like a little flying fish.

AN ATTACK ON RECORD.

Some may think that Derbyshire is declining, as his time last Saturday was 61secs., but he had no one faster than Carl Raber, the Austrian, to battle him along, and hence his easy win by five yards. Unfortunately F. C. V. Lane only two days before left England for Sydney, or with his assistance as a pacemaker, Derbyshire might have beaten one minute, as he was never fitter in his career, and is reported quite capable of doing so. Owing to a slight weakness on the chest Derbyshire nearly gave up public swimming in 1897, but he is stronger now, and for some weeks has been training at Leicester, as the guest of J. A. Jarvis. Indeed, he was being going through the same regimen as Jarvis, and has found himself so built up that by the time these notes appear he may have beaten the 300 yards' record as he was announced to make an attack on the 3mins. 47 4/5secs. attributed to F. C. V. Lane at Blackpool on September 11, 1899, at the Manchester Osborne baths last month. I hope that Derbyshire took these figures off the book, because Tyers claims that he established 3mins. 47 1/2secs. at the Leander gala in the Metropolis on May 19, 1898.

THE CHAMPION SPRINT SWIMMER.

It must not be supposed that J. H. Derbyshire has obtained his exalted position of the fastest sprint swimmer in the world—I make no exception, professional or amateur—without a great struggle. His life is the story of a tremendous battle. When one sees "Little Rob" Derbyshire hauled to the skies, just remember that from 1893 until the summer of 1897, he was second to Tyers in every national championship, save the Long Distance. He was second on no fewer than twelve occasions. Was not this enough to kill the ambitions of most youths to crush the life from out of his young heart? "Little Rob" knew that he was vanquished, not by superior skill—but by the finer physique of Tyers, who at 16 years

of age stood 5ft. 8in. and weighed 11 1/2 stones. Even to-day—and Derbyshire will only be 22 on the 20th of next November—he is but 5ft. 4in. and just under 10 stones. The story of King Bruce and the spider is a fable which is not nearly so telling as the solid fact that Derbyshire swam second twelve times. John Henry Derbyshire is a native of Manchester, and was taught to swim in the Mayfield Baths of that City when he was a mite of five years. At six years and eleven months old Master Derbyshire finished second in an open 76 yards' handicap at Ashton-under-Lyne. He gained a great name as a mere youth by exhibitions of ornamental and trick swimming—at which he is very clever. In August, 1892, he carried off the Boys 60 yards' Championship Cup, given by Mr. George Benson at Newcastle-on-Tyne, and the following year at Nottingham in 1893 he was second to Tyers in the 220 yards' championship—his first appearance in these national races. In 1897—the Diamond Jubilee year—he reaped the reward of his perseverance by defeating Tyers in the 500 yards, 1,000 yards, and half-mile championships. It was just as well that Tyers became a professional. Derbyshire has now won seven national championships, besides innumerable scratch races for such titles in the north. Some half-dozen cups and shields have become his own property, and he can show nearly 150 medals.

POLOIST AND BARBER.

But Derbyshire is also a most skilful polo player. He has captained England against Scotland and played against that country in 1895-96-98-99 and 1900, as well as thrice against Ireland, while perhaps it is almost superfluous to add that he has for years been a valued member of that most celebrated of all polo teams—the Manchester Osbornes. His father, Mr. J. Derbyshire, is the superintendent of the Osbornes' Bath, and a man who has gained the respect of everybody by his exemplary life. Naturally, he is very proud of his son, whom he apprenticed to the business of a barber in Newcastle-on-Tyne. Indeed "Little Rob" has a fine establishment of his own in Manchester—so that there is no fear of Derbyshire drifting into professionalism, as so many of our amateur champions have done. Derbyshire has a good honest trade in his fingers, and has no reason whatever to participate in a sporting-business which is without control—and therefore does not flourish.

REVIEW OF THE SWIMMING SEASON.

As this race for the 100 yards brought the swimming season to a close, a brief retrospect of the championship may be welcome. On June 30th the one mile was decided in London, and for the fourth time fell to J. A. Jarvis, who on July 14th won the Long Distance race in the Thames, the Half-mile at Southampton on July 21, the Quarter-mile Salt Water race at Skegness on September 1st, and the 500 yards at Hyde on September 25th, so that Jarvis, of Leicester, has every reason to be satisfied with his achievements in 1900. In only one event has Jarvis surpassed previous records, and that the Long Distance, for he travelled from the Anglian Boat House to Putney Pier—five miles and 60 yards—in 1 hour 4 mins. 17 secs., which is the best on record in this trying event. The 200 yards resulted in a dead-heat between Lane and Derbyshire. This race, which was decided at Birmingham on Sept. 17, produced a splendid struggle, and the time, 2mins. 12secs., was a world's record. If Lane thought he could have secured the 100 yards he would have competed instead of sailing away in the Ormuz. The plunging championship at Leicester, on Sept. 10, was once more won by Major W. Taylor, and his 75ft. 11in., although not a record, is probably the finest plunge ever done in fresh water. The water polo club championship was won by Leicester, the Manchester Osbornes, who had held the shield since 1894, being thrown out in the very first round by Hyde Seal, who were runners-up. At this game Luncheon is the champion county, and England easily vanquished Ireland, Wales, and Scotland. The year has been the marvellous advance of David Billington, the Bampfey boy wonder, and also of G. E. Sharp, of the Leicester Shaftesbury, who swam second to Jarvis in several events, and for the second time secured the championship of the Mersey. When Jarvis retires I should not be astonished if Sharp takes his place. Thus I think it will be seen that we have had a successful season, and that both as a pastime and a sport, swimming is progressing.

ASTON VILLA VANQUISHED: AN OPEN LEAGUE CHAMPIONSHIP.

Throughout the world the fame of the Aston Villa club is established for Association football. They have taken every possible honour and have held the League championship five times—a record which for consistency is quite unapproached. Therefore we expect great deeds from such a club—but this season they have sadly tarnished the brilliance of their escutcheon. After winning their first four matches without a goal being notched against them they were defeated on their own enclosure by Everton, who obtained two goals against one. Then we all voted Everton a wonderful team. But on Oct. 6 the Bolton Wanderers at Burnden Park conquered the Villa by one goal to none. As the "Villans" were away from home and the Wanderers played a grand game, we overlooked that. But last Saturday Nottingham presented themselves at Aston Lower Grounds and whipped the Villa by 2 to 1—a feat which, so far as I can recollect, Nottingham have never done since the League was established. They have occasionally felled the Villa at Trent Bridge—but never at Birmingham in a League encounter. I cannot say that I am sorry to see the crack Midland club thrown "among the pots" in this way. It is quite time somebody else won the championship. In the history of the League only five clubs—Aston Villa, Sunderland, Preston, Sheffield United, and Everton—have gained this honour. Thus it is, from a sporting point of view, capital business for the Villa to be

vanquished. Last Saturday evening there were five clubs—Bury, Liverpool, Nottingham Forest, Newcastle United, and Aston Villa—all possessing 11 points, while Liverpool and Newcastle have played two matches less than the Villa. Very probably the Birmingham team needs new blood. If the directorate cannot find fresh men of quality it only shows that the power of the purse is not supreme, even at professional football. Nottingham, who have had their share of adversity, since the League came into being, have finer forwards and a better balanced team than for some years.

FOOTBALL CURIOSITIES.

In the course of the game between Wolverhampton Wanderers and Preston North End last Saturday the Midland men had an extraordinary experience, for Fleming, the Wanderers' half-back, and only Scotch player, had the unique misfortune twice accidentally to place the ball through his own goal. This gave Preston two goals, and enabled them to make a draw.

This is certainly one of the curiosities of Association football, and only shows that even a professional can make mistakes quite as serious as that of any amateur. By the way, I saw the other day that Fleming had not missed a League match for three and a half years until a recent accident, and that this constituted a record. As a matter of fact, it does nothing of the sort, for Sandy Paton, of the Bolton Wanderers, never missed a match of any description between April, 1899, and New Year's Day, 1894, which is four seasons and a half. Moreover, in that historical work, "The Real Football"—a book which can be recommended to all who are interested in the Association game—the author points out that J. E. Doig first played for Sunderland on September 30, 1890, and that for the next six seasons he was only absent from three League matches! How then has Fleming made a record? Fleming, a well-conducted and most excellent player, made his record last Saturday when he scored two goals for his opponents.

BURY BUSY: NEWCASTLE INVINCIBLE.

The forwards of Bury had quite a field day on Saturday, when they whipped such a club as West Bromwich Albion by six goals to one. This is the highest score made by any First League team this season, and equals their club record in class football, for in November, 1895, Bury defeated Sheffield Wednesday by six goals to one—their only achievement to compare with last Saturday. In the season of 1896-97 Bury thrashed Falkirk by 9-0, and Stockton by 12-1, but as these teams are not amongst the elite of football the performances need not be seriously taken into account. It is very gratifying to see the holders of the National Cup in such form. I really cannot understand how the Blackburn Rovers managed to defeat Bury on their ground by a goal on the last Saturday in September. Sheffield United are coming back to form after a most disastrous start, and had the honour of being the first eleven to defeat Sunderland last Saturday. As Newcastle United beat Derby County 2-1, in accordance with general expectations, the Newcastleans are now the only team in the first division of the League which have escaped a reverse. The remarkable fact is that Newcastle in seven matches have only scored seven goals! But so solid is their defence that they have not been beaten, as only three goals have been registered at their expense! As Newcastle have played ten and a half hours in their seven games, it is evidently a sort of fifteen puzzle to shoot past Kingsley, the wicket-keeper.

THE AMATEUR RUNNING MATCH.

To-day (Saturday) Alfred Tysoe, of Blackpool, and Charles Bennett, of Wimbomb (Dorset), met at Belle Vue, Manchester, to decide their match over three-quarters of a mile—the event between these amateur champions being run under the joint management of the Salford and the Finchley Harriers. I wrote at considerable length on this match when it was first announced. Tysoe is 28, stands 5ft. 9in., and now scales 10st. 12lbs.—which is considerably lighter than he used to be. His rival, Bennett, is of exactly the same age and only half an inch taller. He does not look it, but Bennett pulls down the beam at 11st. 6lbs. Both have undergone a splendid preparation, Tysoe on the track at the Royal Palace Gardens, Blackpool, and Bennett on his farm and across country. It is surprising that Bennett trains across country and by long sweating walks. He never sees a cinder path except when he runs at a leading athletic festival. The son of a farmer, he leads a country life on his father's holding, and is as fine a marksman with the gun as he is a runner on the track. Bennett is as honest an athlete as ever donned pumps, and it can be plainly said of him that he never lost a race he could have won. And one cannot say that of many "talking horses." The rivals have been running for eight years, and I anticipate a great struggle between them. But as Tysoe is regularly beating two minutes in his half-mile spins I shall anticipate his victory.

THE CHAMPIONSHIP OF ENGLISH BILLIARDS.

I see that H. W. Stevenson does not accept his defeat by Charles Dawson for the championship of the Billiards Association of Great Britain and Ireland. He was beaten by 2,225 in a game of 9,000 up last April, but he is not going to subside even under that defeat. Stevenson may not have the grim pluck of Dawson but he is a determined man, and an ambitious player. Moreover, he is as certain to be champion of the world some day, given ordinary health, as that two and two make four. Generally erroneously described as of South Africa, Stevenson is a Hull man by birth, a Londoner by residence, and a Cosmopolitan by choice. He began to practice when he was 14, and now when he is 28 he is a finer player than John Roberts was at the same age. Under the new rules, that is with the push barred, he has made more breaks over 500 than any other professional. His delicacy of touch, rapidity of execution, and ingenuity at the top of the table seem to present a combination of the best qualities of the late William Cook and of John Roberts. Dawson has the greater experience—and this counts for much in playing for position, "safety," and money.

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HOTELS

WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course. Unequalled situation, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c.

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.

MACAO is distant 40 miles West of Hongkong and the journey is made each day (Sundays excepted) by the Maffioletto Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M., and Macao at 8 A.M.

Connection made by Company's Steamer to and from Canton.

Tourists should not miss the chance of visiting this famous old City.

For Terms, apply

MANAGER.
Telegraphic Address, "Boavista," 2549

RAFFLES HOTEL, SINGAPORE.

SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.

CURRIES A SPECIALITY.

Every House Comfort.
Electric Lights throughout the Hotel.
Electric Fans.
Terms Moderate.

SARKIES BROTHERS, Proprietors.
Hongkong, 16th August, 1900. [221]

SPECIAL NOTICE.

TYPHOON PAMPHLET.

OWING to the last edition of the HONGKONG WEEKLY PRESS, containing a full and accurate account of the damage done by the recent disastrous Typhoon, having been exhausted, we have decided to reprint the account in

PAMPHLET FORM

in order not to disappoint those whose orders we were unable to fulfill.

The price of the Pamphlet will be 10 Cents per Copy Cash, or 12 for \$1.

The Pamphlet will be on sale before the departure of the next Mail.

Orders should be at once sent in.

Hongkong, 19th November, 1900. [2931]

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL

Head Office:—TOKYO.

Branch Office:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON via SUEZ CANAL.	AXA	Brit. str.	—	Hatt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON	CANTON	Jap. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LONDON via SUEZ CANAL.	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LIVERPOOL DIRECT	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 25th Dec.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	To-day.
BREMEN, via Ports of Call.	PYRHEUS	Brit. str.	—	Hillocks	BUTTERFIELD & SWIRE	On 1st Dec.
MARSEILLES, LONDON & ANTWERP, v. S. POPE, &c.	STUTTGART	Ger. str.	—	N. Treant	MELCHERS & CO.	On 28th inst. at Noon.
MARSEILLES, &c. via Ports of Call.	AWA MARU	Jap. str.	—	Poydenot	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
HAVRE & HAMBURG	ANNA	Ger. str.	—	A. Wagner	MESSAGERIES MARITIMES	On 3rd Dec. at 1 p.m.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Janson	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	GLENARTNEY	Brit. str.	—	E. G. Warner	McGREGOR BROS. & GOW	On 12th Dec.
NEW YORK via SUEZ CANAL.	HILGLEN	Brit. str.	—	Hanson	DODWELL & CO. LIMITED	On or about 20th Dec.
NEW YORK via SUEZ CANAL.	DEVONSHIRE	Brit. str.	—	Hanson	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK via SUEZ CANAL.	VERONA	Ger. str.	—	Hanson	CARLOWITZ & CO.	Quick despatch.
NEW YORK	R. MORROW	Brit. ship	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 19th Dec.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 26th inst.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 24th inst. at 4 p.m.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	J. W. Ekstrand	P. & O. S. N. Co.	On or about 30th inst.
PORTLAND, OREGON via JAPAN	MILO	Ger. str.	—	J. W. Ekstrand	TOTO KISEN KAISHA	On 24th inst. at Noon.
SAN FRANCISCO via AMOY, &c.	AMERICA MARU	Jap. str.	—	J. W. Ekstrand	PACIFIC MAIL S. S. CO.	On 11th Dec. at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CHIEF OF PEKING	Brit. str.	—	J. W. Ekstrand	U. & O. S. S. CO.	On 10th Dec.
SAN FRANCISCO via AMOY, &c.	GABRIEL	Brit. str.	—	J. W. Ekstrand	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SAN FRANCISCO via AMOY, &c.	KASUGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 14th Dec. at 4 p.m.
AUSTRALIAN PORTS	CHINOTU	Brit. str.	—	J. W. Ekstrand	GIBB, LIVINGSTON & CO.	On 14th Dec. at Daylight.
AUSTRALIAN PORTS	ALBIE	Brit. str.	—	J. W. Ekstrand	MELCHERS & CO.	Quick despatch.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNCHEN	Ger. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On or about 30th inst.
YOKOHAMA	JAPAN	Brit. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA	HITACHI MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
YOKOHAMA	SHINANO MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On or about 28th inst.
YOKOHAMA	GERMANIA	Ger. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 4th Dec. at Noon.
VLADIVOSTOK	TAIYUAN	Brit. str.	—	J. W. Ekstrand	BUTTERFIELD & SWIRE	To-day.
WHLIWEI	WOOSUNG	Brit. str.	—	J. W. Ekstrand	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI	CLYDE	Brit. str.	—	J. W. Ekstrand	BUTTERFIELD & SWIRE	On 25th inst.
SHANGHAI	HANCHOV	Jap. str.	—	J. W. Ekstrand	MITSUI BUSSAN KAISHA	On 25th inst. at Daylight.
SWATOW, AMOY & TAMSUI	MAIZURU MARU	Jap. str.	—	J. W. Ekstrand	MITSUI BUSSAN KAISHA	On 28th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	ASAKI MARU	Jap. str.	—	J. W. Ekstrand	MITSUI BUSSAN KAISHA	On 5th Dec.
POOCHOW via SWATOW & AMOY	KASUGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
MANILA	KAIFONG	Brit. str.	—	J. W. Ekstrand	BUTTERFIELD & SWIRE	On 26th inst. at 4 p.m.
MANILA, ILOILO & CEBU	YUNSONG	Brit. str.	—	J. W. Ekstrand	BUTTERFIELD & SWIRE	On 10th Dec. at 4 p.m.
MANILA	CHINGTU	Brit. str.	—	J. W. Ekstrand	JARDINE, MATHESON & CO.	On 24th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	KUNSONG	Brit. str.	—	J. W. Ekstrand	SANDER, WIELER & CO.	On 6th Dec. p.m.
SINGAPORE & BOMBAY	MARIA TERESA	Aus. str.	—	J. W. Ekstrand		

SHIPPING.

ARRIVALS.
Nov. 2, TACOMA, British str., 1,689, A. Dixon, Tacoma 17th October and Yokohama 19th November, General—DODWELL & CO., Ltd.
Nov. 20, MAUSANG, British str., 1,443, R. Cox, Sandakan 14th November, Timor—JARDINE, MATHESON & CO.
Nov. 21, BRITANNIA, British str., 1,320, Stewart, Canton 20th Nov., General—CHINESE.
Nov. 21, CALCHAS, British steamer, 4,278, T. Bartlett, Singapore 14th November, General—BUTTERFIELD & SWIRE.
Nov. 21, GISELA, Austrian str., 2,131, Federico Mosca, Trieste via Bombay and Singapore 23rd Sept., General—SANDER, WIELER & CO.
Nov. 21, TAINANG, British str., 1,344, Willie, Shanghai 16th Nov., General—JARDINE, MATHESON & CO.
Nov. 21, HONGKONG, French str., 862, Pannier, Haiphong and Hoihow 20th Nov., General—A. R. MARTY.
Nov. 21, SIRHAN, British str., 845, H. N. Holten, Saigon 16th Nov., Rice and Meal—BRADLEY & CO.
Nov. 21, CATHERINE APOAR, British str., 1,720, J. G. Olfert, Calcutta 31st Oct. and Singapore 14th Nov., General—DAVID SASSOON, Sons & Co.
Nov. 21, LYENGOON, German str., 1,248, Hentemann, Shanghai 18th Nov., General—SINDBERGEN & CO.

CLEARANCES.

At the Harbour Master's Office.
21st November.
Forest Dale, British str., for Moji.
Glenfalloch, British str., for Amoy.
Sant Bode, British str., for Mororan.
Mizayana, British str., for Shanghai.
Hoibao, French str., for Hoihow.
Peiyang, German str., for Nagasaki.
Bendultha, British str., for Amoy.
Haitong, British str., for Haiphong.
Chiqua, British str., for Haiphong.
Leopold, British str., for Manila.
Eweradde, British str., for Manila.
Haiting, French str., for Haiphong.
Silecia, Austrian str., for Singapore.
Suevia, German str., for Singapore.
Tuisang, British str., for Canton.

DEPARTURES.

Nov. 21, EMPIRE OF INDIA, British str., for Vancouver.
Nov. 21, LANDAUA, British str., for Calcutta.
Nov. 21, MAZAGON, British str., for Shanghai.
Nov. 21, BUNGLUTHA, British str., for Amoy.
Nov. 21, HALOONG, British str., for Haiphong.
Nov. 21, LOONGSANG, British str., for Manila.
Nov. 21, EMBERALDA, British str., for Canton.
Nov. 21, TAINANG, British str., for Canton.
Nov. 21, HOIBAO, French str., for Hoihow.
Nov. 21, PEIKANG, German str., for Nagasaki.
Nov. 21, CHUYEN, Amer. str., for Shanghai.
Nov. 21, HAITING, French str., for Haiphong.
Nov. 21, SILECIA, Austrian str., for Singapore.
Nov. 21, SUEVIA, German str., for Hamburg.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Benj. Sowell, St. Bode.
KOWLOON DOCK.—Tartar, Yuensung, Zedro, H.M.S. Fume, H.M.S. Protector, America Maru, Clara.
COSMOPOLITAN DOCK.—Mongkut, Caesar, Breconsides.

SHIPPING REPORTS.

The British steamer *Catcha*, from Singapore 14th inst., had strong monsoon and high confused seas.
The Austrian steamer *Gisela*, from Trieste via Bombay and Singapore 23rd Sept., had strong monsoon for two days near Sapat Island.
The British steamer *Mausang*, from Sandakan 14th inst., had light variable winds and fine weather to Philippine Islands; thence to port strong monsoon and high seas.
The British steamer *Catherine Apear*, from Calcutta 31st Oct. and Singapore 14th Nov., experienced strong monsoon and heavy seas between lat. 6 and 12 N.; thence to port moderate N.E. wind and sea.
The British steamer *Sisken*, from Saigon 16th inst., had light easterly wind and fine clear weather to Cape Padaran. From Cape Padaran to Triton Island strong N.E. wind and high sea; thence to port moderate wind and sea, cloudy and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
STATE OF MAINE, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.

"WOOSUNG,"
Captain Dowson, will be despatched as above TO-DAY, the 22nd instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th November, 1900. [2905]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
(TAKING CARGO AT LONDON RATES.)
THE Company's Steamship

"TANTALUS,"
Captain Gregory, will be despatched as above TO-DAY, the 22nd instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th November, 1900. [2946]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, ILOILO AND CEBU.
THE Company's Steamship

"KAIFONG,"
Captain Pounafater, will be despatched as above TO-MORROW, the 23rd instant.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th November, 1900. [2977]

NIPPON YUSEN KAISHA.

FOR MANILA.

"KASUGA MARU,"
(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port TO-MORROW, the 23rd instant, at 4 p.m.
This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.
For Freight or Passage, apply to A. S. MIHARA, Manager.
Hongkong, 15th November, 1900. [2992]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 24th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable d/c cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to A. S. MIHARA, Acting Superintendent.
Hongkong, 12th November, 1900. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	{ KOBE and YOKOHAMA }	FRIDAY, 23rd Nov., at DAYLIGHT.
G. Anderson		
KASUGA MARU	{ SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE }	FRIDAY, 23rd Nov., at 4 p.m.
E. W. Haswell		
RIJUN MARU	{ VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA }	SATURDAY, 24th Nov., at 4 p.m.
J. W. Ekstrand		
SHINANO MARU	{ NAGASAKI, KOBE and YOKOHAMA }	MONDAY, 26th Nov., at NOON.
G. E. P. Cook		
AWA MARU	{ MARSEILLES, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO & PORT SAID }	FRIDAY, 30th Nov., at DAYLIGHT.
N. Treant		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.
Hongkong, 30th October, 1900. [12]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ CLYDE }	{ About 24th Nov. }	Freight or Passage.
	A. L. Valentini		
LONDON, &c.	{ COROMANDEL }	{ Noon, 24th Nov. }	See Special Advertisement.
	F. W. Vibert, R.N.R.		
LONDON	{ CANTON }	{ About 29th Nov. }	Freight or Passage.
	C.F. Lockstone, R.N.R.		
YOKOHAMA via NA-	{ JAPAN }	{ About 30th Nov. }	(Passing through the Ilangi Sea). Freight or Passage.
GASAKI & KOBE	{ G. K. Wright }		

PASSENGER SEASON, 1901.

s.s. PIASSY	7,240 tons	March 30th	MARSEILLES AND LONDON DIRECT.
s.s. SOBBAON	7,382 tons	April 27th	Without Transshipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.
Hongkong, 18th November, 1900. [1]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	{ HAVRE & HAMBURG }	{ About 6th Dec. }
Capt. A. Wagner	(London with transshipment in Hamburg)	Freight.
ARAGONIA	{ HAVRE & HAMBURG }	{ About 20th Dec. }
Capt. Forst	(London with transshipment in Hamburg)	Freight.
WITTENBERG	{ HAVRE & HAMBURG }	{ About 30th Dec. }
Capt. Hempel	(London with transshipment in Hamburg)	Freight.
SAMBIA	{ HAVRE & HAMBURG }	{ About 6th Jan. }
Capt. Schmidt	(London with transshipment in Hamburg)	Freight.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 11th October, 1900. [15]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.

INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
TACOMA	2,811	A. Dixon	November 26
BREMAR	3,601	W. Watt	December 6
GOODWIN	3,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 423.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 428.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 5th November, 1900. [10]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAN STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 22nd November, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP.

BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

"KUMSANG."
Captain Baller, will be despatched as above on SATURDAY, the 24th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th November, 1900. [2068]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 25th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 19th November, 1900. [15]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

"YUENSANG."
Captain Rolf, will be despatched as above on MONDAY, the 26th inst., at 4 P.M.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 19th November, 1900. [2929]

FOR NEW YORK VIA SUEZ CANAL.

"HULLGLEN."
will be despatched for the above port on or about TUESDAY, the 27th instant, and will be followed by the Steamship
"HUDSON"
about the end of December.
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 19th November, 1900. [2410]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

"AJAX."
Captain Batt, will be despatched as above on TUESDAY, the 27th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1900. [2688]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

"VERONA."
Captain Hansen, will be despatched for the above port on or about 25th December.
For Freight apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1900. [2853]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

"PYRRHUS."
Captain Tilletson, will be despatched as above on SATURDAY, the 1st December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 13th November, 1900. [2776]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st December, 1900, at 1 P.M. the Company's Steamship
"ANNAM," Captain Poydenot, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the S.S. *Australien*, which vessel takes on her Passengers and Mails, leaving that port on the 15th December direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Passengers until 3 P.M. on the 2nd December. (Parcels are not to be sent on board, they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th November, 1900. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Company's accelerated line to Trieste.)
"MARIA TERESA."
Captain T. Rassevsky, will be despatched as above on THURSDAY, the 6th December, P.M.
For Information to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 16th November, 1900. [6]

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

"ANPING MARU."
Captain S. Akami, will be despatched for the above ports on WEDNESDAY, the 29th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th November, 1900. [1443]

LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

"MILOS."
will be despatched on or about 30th inst. at. For Freight, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 22nd November, 1900. [2831]

NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SATAP, PONAPE, FRIEDRICH-WILHELMSHAFEN, FRISCHHAFFEN, HERBERTS-HÖHE, TOWNVILLE, ROCKHAMPTON, BRISBANE and SYDNEY.
Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FRANKFURT, AUCKLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN, and HOBART.
THE Company's Steamship
"MÜNCHEN."
Captain Krebs, will be ready to load for the above ports on or about 1st December.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 16th November, 1900. [2906]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 4th December, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, STRAITS, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
Dokio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking in a steamer for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 9th November, 1900. [3]
SHEWAN TOMES & CO'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.

"DEVONSHIRE"
will be despatched for the above port on or about the 20th December, 1900.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [285]

FOR NEW YORK.

THE 3/4 L. II British Bark

"B. MORROW."

Shortly expected from MANILA, will load here for the above port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & CO.

Agents.
Hongkong, 19th November, 1900. [2838]

VESSELS ON THE BERTH

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 24th November, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Particulars of the various routes can be had on application.
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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, STRAITS, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
Dokio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
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Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking in a steamer for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
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For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, STRAITS, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
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Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, STRAITS, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

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Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

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All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, STRAITS, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

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Dokio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
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Passengers who have paid full fare, re-embarking in a steamer for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,
Agent.
Hongkong, 1st November, 1900. [5]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, STRAITS, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at Noon.
Dokio (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEI-HAI-WEI.

"TAIYUAN."
Captain Nelson, will be despatched as above on TUESDAY, the 4th December, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st November, 1900. [2942]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

Proposed SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLEISE CITY" On 10th Dec. 3,002 Tons
S.S. "KARVEN" On 12th Dec. 2,403 Tons

THE Steamship "CARLEISE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on MONDAY, the 10th December.
Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.
For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th November, 1900. [14]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

"GLENARTNEY."
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).

"ACHILLES."
Captain Brown, will be despatched as above on TUESDAY, the 25th December.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 16th November, 1900. [2902]

NOTICES TO CONSIGNEES

FROM HAMBURG, ANTWERP, PENANG, AND SINGAPORE.

THE H.A.L. Steamship

"ARAGONIA."
Captain Forst, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 15th inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.
All broken, chafed, and damaged Goods are left in the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 15th November, 1900. [2808]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex *a.s. Sluch* and Bordeaux ex *a.s. Vile de Roarier* and *Frederic Morel*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th instant, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 26th instant, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 26th instant, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 20th November, 1900. [2]

THE H.A.L. Steamship

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POST OFFICE NOTICES.

CHRISTMAS MAIL.—Letters, etc., for the United Kingdom posted on the 24th instant per British Packet *Coromandel* are due in London on the 23rd December next.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Post. The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the sender. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

NEW YEAR PARCELS.—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 23rd November, are due in London about the 30th December. Senders of Parcels are requested to post them a few days in advance.

The *Clyde*, with the English Mail of the 20th October, left Singapore on Monday, the 19th inst., and may be expected here on or about Saturday, the 24th inst. This Packet brings replies to letters despatched from Hongkong on the 24th September.

The City of Peking, with the American Mail of the 20th ult., left Yokohama on Friday, the 19th inst., and may be expected here on or about Saturday, the 24th inst.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore and Mauritius.	Nanyang	Thursday, 22nd, 2.00 P.M.
Cheribon and Sourabaya.	Babelberg	Thursday, 22nd, 3.00 P.M.
Port Louis.	Menelaus	Thursday, 22nd, 4.00 P.M.
Kanchuk and Samudra.	Stikong	Thursday, 22nd, 5.00 P.M.
Hobow and Haiphong.	Michael	Thursday, 22nd, 5.00 P.M.
Kobe and Yokohama.	Hatchi Maru	Friday, 23rd, 11.00 A.M.
Moji.	Kachido Maru	Friday, 23rd, 3.00 P.M.
Singapore.	Tantalus	Friday, 23rd, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.	Kawaga Maru	Friday, 23rd, 5.00 P.M.
Shanghai, Moji and Yokohama.	Kumagawa	Saturday, 24th, 10.00 A.M.
Singapore, Penang and Calcutta.	Kaitong	Saturday, 24th, 10.00 A.M.
Manila, Cebu and Cebu.		Saturday, 24th, 10.00 A.M.

EUROPE, &c., India via Taitoria.—(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents.)

(Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU and SAN FRANCISCO.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

NAGASAKI, KOBÉ and YOKOHAMA.—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

EUROPE, &c., India via Taitoria.—(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER, B.C.—(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Performance of "Trilby," City Hall, 9 p.m.

Second Subscription Concert, St. George's Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

WEDNESDAY, 21st November.

ON LONDON.—	Telegraphic Transfer	2/11
	Bank Bills, on demand	2/11
	Bank Bills, at 30 days sight	2/11
	Bank Bills, at 4 months sight	2/11
	Credits, at 4 months sight	2/11
	Documentary Bills, 4 months sight	2/11
ON PARIS.—	Bank Bills, on demand	2.69
	Credits, at 4 months sight	2.69
ON GERMANY.—	On demand	2.14
ON NEW YORK.—	Bank Bills, on demand	50
	Credits, 60 days sight	52
ON BOMBAY.—	Telegraphic Transfer	157
	Bank, on demand	157
ON CALCUTTA.—	Telegraphic Transfer	157
	Bank, on demand	157
ON SHANGHAI.—	Bank, at sight	71
	Private, 30 days sight	72
ON YOKOHAMA.—	On demand	24 p.c. dis.
ON MANILA.—	On demand	Par.
ON SINGAPORE.—	On demand	1 p.c. pm.
ON BATAVIA.—	On demand	125
ON HAIPHONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	1 p.c. pm.
ON HANKOW.—	On demand	60
SOVEREIGNS, Bank's Buying Rate		9.50
GOLD LEAF, 100 fms. per tael		50.25
BAR SILVER, per oz		294

OPIMUM.

Quotations are—	Allowance net to 1 catty.
Malwa New	\$750 to \$750 per catty.
Malwa Old	\$810 to \$820
Malwa Older	\$830 to \$840
P. P. per-wrapped.	\$850 to "
Peria fine quality	\$870 to \$920
Peria extra fine.	" to "
Petna New	\$942 1/2 to per chest.
Petna Old	" to "
Benares New	\$942 1/2 to "
Benares Old	" to "

hor.—Shanghai, Patric. 22nd November.
 —Pingsuey, Durandus. 6th November.
 Orrell, Folmina, Nairnsaire, Riverdale.
 November.—Icton, Wakaze.
 November.—Malacca, Ohio, Pries.
 Odessa, Sembo, 19th November.—
 L. Szeantie, H. H. Meier, Yushun. 20th
 November.—Ashton, Sarpedon, Melbourne.
 Freiburg.
 HOMEWARD.—22nd November.—Oceanian, L.
 ton. 6th November.—Indus. 16th Novem-
 ber.—China, 20th November.—Patro-
 Candia, Tamba Mara.
 ARRIVALS AT HOME.—20th November.—F.
 of Ethrick, Marco Minghetti, Afridi, B.
 Mara.

PASSENGERS.

ARRIVED.
 Per *Mausung*, from Sandakan, Mr. Bro-
 and Mr. J. Smith.
 Per *Tacoma*, for Hongkong, from Tacoma
 &c., Mr. and Mrs. F. L. Stocking, Misses
 Stocking, G. Stocking and L. Stocking,
 A. B. Snow, Capt. H. L. Halstead and
 G. R. Edwards.
 Per *Giteia*, from Trieste, &c., Messrs. De-
 triades Szajcheli and Matheun and child.
 Per *Taiwang*, from Shanghai, Mr. Fur-
 and Master Murphy.
 Per *Lycemson*, from Shanghai, Messrs. Co-
 Stanley and Upton, Mr. and Mrs. Brana-
 three children.
 Per *Catherine Apcar*, from Calcutta, &c.,
 Dunsford and two children, Mrs. Hamilton,
 Cumings, Mrs. Haddens and child, Mrs. K.
 and three daughters and Mr. Shaw.

DEPARTED.

Per *Empress of India*, from Hongkong
 Shanghai, Miss M. Nicoll, Miss A. N.
 and Mr. Nenehen, for Victoria, Mr. Go-
 for Portland, Mr. J. M. Kan; for Tacoma, A.
 A. Raymond; for San Francisco, Mrs. B. F.
 man and child, Mrs. Friedman, Messrs. I.
 Fuller and G. D. Willey; for Toronto, Rev.
 Mr. B. A. Jaffray; for New York, Rev.
 Mr. F. A. Christopherson and infant;
 London, Capt. K. E. Haynes, R.A.
 Per *Loonquang*, for Manila, Mr. and Mrs.
 L. Stocking, two daughters and infant and
 Ambrose Mitchell.

R. J. REMEDIOS.

FOREIGN AND COLONIAL ST.

OPIUM.

Quotations are—	Allow 1st. to 1 catty.
Malwa New	\$780 to \$790 per picul.
Malwa Old	\$810 to \$820
Malwa Older	\$830 to \$840
P. P. wrapped	\$850 to \$860
P. P. extra quality	\$870 to \$880
P. P. Old	\$890 to \$900
Bombay New	\$910 to \$920
Bombay Old	\$930 to \$940
Bombay New	\$950 to \$960

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. steamer *Clyde* left Singapore for this port on the 19th inst. at 6 a.m., with the outward English mails, and is due here on the 24th inst. at about 7 a.m.

THE GERMAN MAIL.

The Imperial German Mail steamer *Stuttgart* left Kobe via Nagasaki and Shanghai on Monday, the 19th inst. a.m., and may be expected here on or about Tuesday, the 27th inst.

THE AMERICAN MAIL.

The P. & O. steamer *City of Peking*, with mails, &c., from San Francisco to the 26th ult., via Honolulu, has arrived at Yokohama, and left for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 16th inst.

The O. & O. steamer *Gauche*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 3rd inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Vancouver on Saturday, 18th inst. p.m., for Hongkong via the usual route of call.

MERCHANT STEAMERS.

The steamer *Achilles* left Singapore on the 15th inst., and is due in Hongkong on the 20th inst.

The N. P. steamer *Olympia* has arrived at Yokohama and will sail for Hongkong on the 19th inst.

The N. P. steamer *Duke of York* sailed from Tacoma for Japan and Hongkong on the 27th ult.

The N. P. steamer *Glenloch* sailed from Tacoma for Japan and Hongkong on the 31st ult.

JOINT STOCK SHARES.

HONGKONG, 21st November.

STOCKS.	No. OF SHARES.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	80,000	30¢ div. at 1/11/2 = \$15.08 per share for 1st half year 1900	\$15 p. c. pr. = \$510.
Bank of China & Japan, Ltd.	100,000	2/8 for 1899	25 5/8
Bank of China & Japan, Ltd.	100,000	2/8 for 1899	25 5/8
National Bank of China, Ltd.	20,000	2/8 for 1899	25 5/8
Union Ins. Society, Ltd.	10,000	40 p. ct. = \$20 for 1899	\$25, sellers
China Traders Ins. Co., Ltd.	24,000	40 p. ct. = \$20 for 1899	\$25, sellers
North China Ins. Co., Ltd.	5,000	40 p. ct. = \$20 for 1899	\$25, sellers
Yongtze Ins. Assoc., Ltd.	8,000	40 p. ct. = \$20 for 1899	\$25, sellers
Canton Ins. Office, Ltd.	10,000	40 p. ct. = \$20 for 1899	\$25, sellers
Shanghai Ins. Co., Ltd.	30,000	40 p. ct. = \$20 for 1899	\$25, sellers
FIRE INSURANCES.			
Hongkong Fire Ins. Co., Ltd.	8,000	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$27 for 1898	\$205, sellers
SHIPPING.			
Hongkong, Canton and Swatow S. S. Co., Ltd.	80,000	\$120 for half year	\$82, sales
Indo-China S. S. Co., Ltd.	30,000	\$120 for half year	\$82, sales
China & Manila S. S. Co., Ltd.	4,000	\$120 for half year	\$82, sales
Douglas Steamship Co., Ltd.	20,000	\$120 for half year	\$82, sales
China Mutual S. S. Co., Ltd.	20,000	\$120 for half year	\$82, sales
Star Ferry Co., Limited	10,000	\$120 for half year	\$82, sales
Shell Transport & Trading Co., Limited	2,000,000	\$120 for half year	\$82, sales
REFINERIES.			
China Sugar Refining Co., Ltd.	20,000	\$120 for half year	\$82, sales
Luzon Sugar Refining Co., Ltd.	7,000	\$120 for half year	\$82, sales
Mining.			
Panama Mining Co., Ltd.	60,000	\$120 for half year	\$82, sales
Sociedad Fina. de Car. bonajeros de Tonkin	10,000	\$120 for half year	\$82, sales
Queens Mines, Limited	400,000	\$120 for half year	\$82, sales
Jelabu Mining and Trading Company, Ltd.	45,000	\$120 for half year	\$82, sales
Ramb. Australian Gold Mining Co., Limited	200,000	\$120 for half year	\$82, sales
Oliviers Freshhold Mines, Limited	15,000	\$120 for half year	\$82, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	110,000	\$120 for half year	\$82, sales
Do. Preferences	70,000	\$120 for half year	\$82, sales
DOCKS, WHARVES, &c.			
Hongkong and Whampoa Dock Co., Limited	12,500	\$120 for half year	\$82, sales
Hongkong and Whampoa Dock Co., Limited	80,000	\$120 for half year	\$82, sales
Wharf and G. Co., Ltd.	2,600	\$120 for half year	\$82, sales
Wanchai Warehouse and Storage Co., Ltd.	6,000	\$120 for half year	\$82, sales
LANDS, HOTELS & BUILDINGS.			
Hongkong Land Investment and Agency Co., Ltd.	60,000	\$120 for half year	\$82, sales
Kowloon Land & B. Co., Ltd.	6,000	\$120 for half year	\$82, sales
West Point Building Co., Ltd.	12,500	\$120 for half year	\$82, sales
Hongkong Hotel Company, Limited	12,000	\$120 for half year	\$82, sales
Oriente Hotel Co., Limited	7,000	\$120 for half year	\$82, sales
Humphreys Est. & Fin. Co.	100,000	\$120 for half year	\$82, sales
COTTON MILLS.			
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$120 for half year	\$82, sales
International Cotton Co., Ltd.	10,000	\$120 for half year	\$82, sales
Leong-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	\$120 for half year	\$82, sales
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$120 for half year	\$82, sales
Yahlong Cotton Spin. Co., Ltd.	7,500	\$120 for half year	\$82, sales
Wear & Dye Co., Ltd.	12,000	\$120 for half year	\$82, sales
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	50,000	\$120 for half year	\$82, sales
China Horse Co., Ltd.	7,500	\$120 for half year	\$82, sales
A. S. Watson & Co., Ltd.	60,000	\$120 for half year	\$82, sales
Hongkong Electric Co., Ltd.	30,000	\$120 for half year	\$82, sales
Hongkong and China Gas Co., Limited	7,000	\$120 for half year	\$82, sales
Hongkong Telephone Co., Ltd.	10,000	\$120 for half year	\$82, sales
Geog. Fenwick & Co., Ltd.	6,000	\$120 for half year	\$82, sales
Hongkong High-Level Tramways Co., Ltd.	1,250	\$120 for half year	\$82, sales
Dairy Farm Co., Ltd.	10,000	\$120 for half year	\$82, sales
Carmichael & Co., Ltd.	2,000	\$120 for half year	\$82, sales
Hk. & China Bakery Co., Ltd.	1,200	\$120 for half year	\$82, sales
Campbell Moore & Co., Ltd.	10,000	\$120 for half year	\$82, sales
Bell's Asbestos & Ag. Co., Ltd.	10,000	\$120 for half year	\$82, sales
United Asbestos Oriental Agency, Limited	100,000	\$120 for half year	\$82, sales
Tebrau Planting Co., Ltd.	20,000	\$120 for half year	\$82, sales
China Provident Loan & Mortgage Co., Ltd.	60,000	\$120 for half year	\$82, sales
Watkins, Limited	10,000	\$120 for half year	\$82, sales
Universal Trading Co., Ltd.	50,000	\$120 for half year	\$82, sales
COAL COMPANIES.			
Alhambra, Limited	200	\$120 for half year	\$82, sales
Alhambra, Limited	200	\$120 for half year	\$82, sales
Alhambra, Limited	200	\$120 for half year	\$82, sales
Alhambra, Limited	200	\$120 for half year	\$82, sales

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th NOVEMBER P.M.

STATION.	Hour.	Barometer. Reduced to Sea Level.	Thermom- eter. Fahrenheit.	Humidity.	Wind. Direction (Force).	Weather.
Vladivostok	2 p.	—	—	—	S	2
Tokyo	"	30.10	—	—	S	0
Kobe	"	30.11	—	—	S	2
Nagasaki	"	30.10	—	—	NE	2
Kagoshima	"	30.07	—	—	NE	6
Tsushima	"	30.13	—	—	N	2
Taichu	4 p.	30.11	—	—	N	4
Tainan	"	30.05	—	—	N	4
Koshu	"	30.07	—	—	N	2
Pescadores	"	—	—	—	NE	4
Gutzlaff	3 p.	30.06	64	73	W	1
Amoy	"	30.06	65	77	W	1
Swatow	"	30.07	68	64	W	1
Canton	"	30.07	77	69	SW	1
Hongkong	4 p.	30.04	68	77	NE	6
Viet Nam Peak	"	30.00	—	—	ENE	0
Gap Rock	"	30.02	72	—	ENE	1
Manila	"	—	—	—	ENE	1
Hainphong	4 p.	29.92	84	68	ENE	1
Maibao	3 p.	—	—	—	NE	0
Bacolod	"	—	—	—	NE	0
Hiloilo	"	29.95	85	—	NE	2
Cebu	"	29.87	85	—	NE	1
C. S. James	"	—	—	—	N	1
2nd NOVEMBER, A.M.						
Vladivostok	7 a.	—	—	—	—	—
Tokyo	10 a.	—	—	—	—	—
Kobe	"	—	—	—	—	—
Nagasaki	"	—	—	—	—	—
Kagoshima	"	—	—	—	—	—
Tsushima	5 a.	30.18	—	—	—	2
Taichu	"	30.14	—	—	—	2
Tainan	"	30.09	—	—	NE	2
Koshu	"	30.10	—	—	NE	4
Pescadores	"	—	—	—	—	—
Gutzlaff	9 a.	30.21	66	87	N	5
Sharp Peak	"	30.31	66	74	SNW	1
Amoy	"	30.11	65	81	NE	2
Swatow	"	—	—	—	—	—
Canton	"	—	—	—	—	—
Hongkong	10 a.	30.18	71	65	ENE	2
Viet Nam Peak	"	—	—	—	—	0
Gap Rock	"	30.11	—	—	NE	4
Manila	"	30.12	73	—	N	1
Hainphong	10 a.	—	—	—	—	—
Maibao	9 a.	30.04	82	70	WNW	2
Bacolod	"	—	—	—	NE	2
Hiloilo	"	29.90	82	—	NE	2
Cebu	"	29.95	85	—	NE	2
C. S. James	7 a.	—	—	—	SEW	1